

Fairfax Court House, Va.

FAIRFAX COURT HOUSE, September 23.—Mr. and Mrs. George P. Wolf have rented a house at 3131 11th street northwest and will remove there October 1. Mrs. William E. Graham and Miss Dorothy Graham will accompany them. Mrs. Houser and daughter are guests of Mrs. Walter Tansill Oliver. Mrs. E. Ewell Thornton has returned from a visit to Washington.

Misses Anne Gordon and Hannah Morris Keith and Vernon Ford left this week for Sweetbriar College. Miss Peggy Fred of Washington is visiting Mrs. Howard Fletcher. Lawrence Brown of the Mount is the guest of Travis Fletcher. Miss Montgomery will spend the winter at the home of Mrs.

Thomas B. Love, Mrs. W. P. Moncure and Mr. and Mrs. Frank Sagendorf are occupying the Gordon home while awaiting the completion of their bungalow. Mr. and Mrs. Elmer Jacobs, Mr. and Mrs. Claude Thomas, Miss Zula Thomas, Gerald Keene, Miss Dorothy Keene and Mr. Cox were recent guests of Mr. and Mrs. Ashby Thomas.

A novelty in writing outfits is one having not only stamped and partly addressed envelopes and postals, but a skeleton letter pad where one has to fill in only the blank spaces to complete such a letter as one might write on route.

When children are in the party who are touring the foot rest, chintz covered, having four compartments, is used as a toy case. It holds a lot of things and has a flat banding against the top to stand paper dolls in.

Norfolk, Va.

NORFOLK, Va., September 23.—Norfolk society is preparing to plunge into the season which will begin October 15 and many events of unusual brilliance are being arranged. The debutantes for the season are: Miss Elizabeth F. Wheley, daughter of Mr. and Mrs. William M. Wheley; Miss Marguerite Brooke, daughter of Mrs. D. Tucker Brooke; Miss Kathleen Tucker, daughter of Mr. and Mrs. Virginia Tucker; Miss Phelan Ruffin, daughter of Dr. and Mrs. Kirkland Ruffin; Miss Anna McCarrick, daughter of Mrs. Joseph D. McCarrick; Miss Mary Beverley Jenkins, daughter of Mr. and Mrs. J. Willcox Jenkins; and Miss Elizabeth Tait, daughter of Mr. and Mrs. James Tait. Announcement is made of the marriage of Miss Clara McNeil of Portland, Ore., and Herbert C. Lassiter of this city Saturday, September 16, in Portland, Ore. Mr. Lassiter is attached to the U. S. S. Oregon on the west coast.

The Bishop of Oklahoma and Mrs. Francis Key Brooke have issued cards announcing the marriage of their daughter, Louisa, to Thomas Cateby Jones, formerly of this city, but now of New York, Saturday, September 2, at the Cathedral of St. John.

He Blames It on the Tire.

He didn't pump it full enough, although the air is free;
He left it soft and spongy like, and scooted on with glee;
He skidded and he gridded and whooped through dust and mire,
And when it burst
He cursed and cursed,
And blamed it on the tire.

He drove it on the street car tracks with confidence superb;
He scraped it on the lampposts and he scraped it on the curb;
He slammed it and he jammed it any way he might, and then
And when it popped,
Right out he hopped,
And blamed it on the tire.

He cut it on some broken glass, but said that didn't hurt;
He kept right on through mud and mud, and mud, and mud,
It spotted there and rotted there, and soon he howled in ire,
When up it blew,
He blew up, too,
And blamed it on the tire.

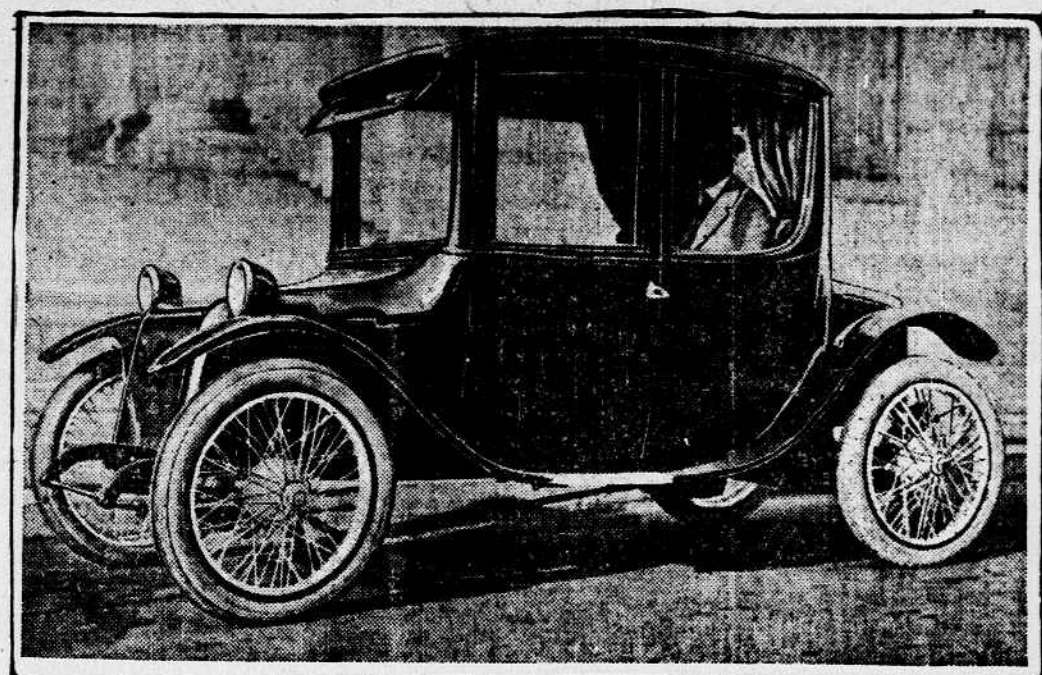
He put on chains that ground and chewed and gouged into the tread;
He knew his wheels were out of line, "but what of that?" he said;
He whizzed along and aimed along, he picked up nails and wire,
And when it burst,
His fists he whanged,
And blamed it on the tire.

Who is the man? Go ask the boys who meet him every day;
Go ask the boys who have to hear the things he has to say;
He bores in and he roars in with words of angry fire,
Though he's to blame,
He blames it on the tire.

—Duluth News-Tribune.

Linen mandarin coats are a mid-season innovation. They take the place of a suit coat and a duster at the same time. The coats are trimmed with a two-inch banding of white linen on the tan coat and tan on the white coat and are embroidered in Chinese bird or floral patterns. The embroidery is done in the outline work, but shows enough color to be very attractive. The buttons are large bullet pearl buttons, with loops of the linen used instead of buttonholes.

NEW TYPE ELECTRIC BROUGHAM IN NATIONAL CAPITAL.



ALFRED YOUNG DRIVING THE NEW MILBURN LIGHT ELECTRIC BROUGHAM WHICH MADE ITS DEBUT HERE A FEW DAYS AGO.

SEASON IS POOR ONE FOR VIRGINIA LEAGUE

Schedule Proves Big Failure Financially, Practically All Clubs Losing Money.

Special Dispatch to The Star.

LYNCHBURG, Va., September 23.—The past season of the Virginia League, for a number of reasons, was probably one of the most unfruitful of the backs of the teams ever experienced, and there is little doubt that all the clubs lost money as far as their gate receipts were concerned. Some of them will doubtless recoup all, or practically all, of their losses from sales.

While no one, of course, could have forecasted such a condition at the time the schedule was in the making, there is little question that the circuit would have fared better had not the season been split into two parts, and already one or more of the magnates are quoted as saying they are now and forever opposed to any split in the championship races of the future.

The season got away with eight straight wins for Portsmouth, and by June 1 the Foxes, under the veteran Jim Fox, were more than 200 ahead of Newport News, in second place. Shortly before this the Newport News club passed to the management of Harry Payne, the erstwhile major league player, who immediately put the team on a winning basis. Late during the half Portsmouth had a lot of trouble from accidents, and the Foxes began to lose, but the team pulled together sufficiently to hold the lead. The race for that period ended thus:

Team	Won.	Lost.	Pct.
Portsmouth	41	23	.641
Newport News	38	25	.608
Rocky Mount	35	28	.556
Hopewell	25	37	.406
Petersburg	24	38	.387

The club got well into the second division when the Hopewell batters threw up the sponge, and with it came the team on the tender mercies of the league. Having had plenty of experience in carrying the Petersburg team around in 1915 as a "float," the magnates refused to be stung again, and the Hopewell players were let go, the magnates deciding to finish with five teams. Although this caused one of the teams to be split, all of the Newport News team passed to the management of Harry Payne, the erstwhile major league player, who immediately put the team on a winning basis. Late during the half Portsmouth had a lot of trouble from accidents, and the Foxes began to lose, but the team pulled together sufficiently to hold the lead. The race for that period ended thus:

Team	Won.	Lost.	Pct.
Newport News	41	18	.709
Portsmouth	39	20	.663
Rocky Mount	30	29	.508
Petersburg	20	39	.338
Norfolk	9	48	.158

Had the trouble not occurred and the Norfolk team not gone all to pieces the race would have been very interesting from start to finish, as is evidenced by the table showing the composite standings of the two periods.

Team	Won.	Lost.	Pct.
Newport News	79	30	.727
Portsmouth	77	43	.644
Rocky Mount	65	57	.532
Petersburg	54	77	.412
Norfolk	33	86	.279

The season finishing with the clubs, the scribes were left to speculating as to the circuit for 1917.

KAUFF'S FUNNY HOMER

Benry Hits Ball on the Run When Pitcher Tries to Slip Third Strike Over.

NEW YORK, September 23.—The running home run, as opposed to the standard article heretofore manufactured from a standing start, was exhibited by Benjamin Kauff, the Boy Bunter, at the Polo Grounds Tuesday with such success that it is confidently expected all ambitious National League batters will revise their stance in the near future.

Benry is of a cyclonic temperament. He hates to wait for anything. And, like all such people, he hates to have any one offer him something when he is not ready to take immediate advantage thereof. It was this characteristic which led to Benjamin's feat. But before going further with a study of the acrobatic outfielder it might be stated in passing that the scores were 3-2

and 5-1, respectively. We don't wish to insult the intelligence of the public or the ability of the Giants by saying who won. Just let it go at that, 3-2 and 5-1, respectively.

It was in the fifth inning of the first game students of base ball form received the shock of their lives. Jack Scott, a recruit pitcher who was making his first big league appearance, held the mound for the Pirates at the time. The Giants were leading by a score of 4 to 2, and there was no particular need for superhuman agility on Benny's part, but that did not make any difference to Benjamin. Benny—

ahead or behind—works as hard as the long-haired champion of a lost literary cause.

Scott delivered one strike to Kauff which that gentleman let pass and then craved a second pitch which, in the opinion of Umpire Klem, was also a strike. Benny demurred, and laid down his bat to ask the arbiter whether O'Leary's "Justice" was in the Klem library. Kauff was quite a distance away from the corner of one overhauled eye and snatched the weapon of his calling from the ground by the time he got it in hand and had turned to face the pitcher Scott was at the top of his motion.

Benny did a sort of a hop, skip and jump and skidded up to the plate in a cloud of dust. He started his bat moving even before he arrived and met the ball squarely, sending it into the

right field stands for a homer which scored Fletcher in front of him.

It certainly was not according to Hoyle. This veteran Honus Wagner strove to point out to Klem, but without avail. Honus has hit more home runs in his time than even Benjamin can hope to accomplish in the next few years—and Honus always batted from a standing start. But Klem opined that Kauff was in the vicinity of the box—though only sort of passing through that territory—when he hit the ball, and that therefore it was all right even though the stunt was not being done in more pliant families.

Kauff added a second homer to his days work in the second game, thereby bringing his four-ply total for the year up to eight, while the Giants were compiling their thirteenth and fourteenth straight victories. But this circuit swing was made in the conventional way—with both feet on the ground.

READY FOR ASTOR CUP RACE.

Distance at Sheepshead Bay to Be 250 Miles—32 Entries.

Plans have been completed for the running of the Astor cup race at Sheepshead Bay Saturday. The distance will be 250 miles, and the entry consists of thirty-two of the world's best automobile pilots. The prizes will total \$25,000, of which amount the winner will receive \$10,000; second, \$5,000; third, \$2,500; fourth, \$1,500; fifth, \$1,000; sixth, \$1,500; seventh, \$1,000; eighth, \$500; ninth, \$300; tenth, \$200. An added incentive to the drivers to be on the fact that this race represents the beginning of the final lap in the struggle for the honor of being declared the champion speed driver of the year, carrying with it considerable money. Resta now leads, with 2,400

points, followed in order by De Palma, with 1,700; Atken, with 1,730, and Rick- enbacker, with 1,378.

Entries thus far assured are: Resta and his Peugeot; De Palma and his four-cylinder Mercedes; Atken and his Peugeot, with which he swept the boards at Indianapolis last week; Rick-enbacker, driving a Maxwell; the two Mercers which the factory has been preparing for months, one of which is to be driven by Eddie Pullen after an absence of nearly a year; Miford, with his speedy Peugeot; O'Donnell, who has been out of the hospital for only a few weeks; Christians with two Sunbeams, one of which he will pilot; Chandler and Lewis with Crawford special; Devlin in a Deutenberg; two Premiers, one of which Wilcox will drive; Tom Alley in his Ogren; the

Frontenacs, the Omar special, the Hudson special and Harry Harkness' team of Delages, which have been out of competition since the killing of Carl Limberg in the cup race in May.

Incongruous.

From Judge.

"But why did you break off the match at the last moment?"

"Oh, the color of his hair killed everything in my trousers."

A stopper for kitchen sinks so attached to the strainer plate over the outlet that it always will be found when needed has been patented.

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HAYNES

"America's Greatest Light Six"

Breaks Richmond-Washington Automobile Road Record

TIME, 4 HOURS 4 MINUTES

FORMER RECORD, 4 HOURS 55 MINUTES

DISTANCE, 138.5 MILES; DATE, SEPTEMBER 18, 1916

D. Brailley Gish, driving a HAYNES "LIGHT SIX" STOCK TOURING CAR, broke the road record established by Samuel A. Luttrell in a Packard "Twin-Six" touring car on Sunday, October 10, 1915, clipping 51 minutes off the former record. The other members of the party were H. E. Duckstien, pilot, and Robert K. Chase and Frank Justice, who acted as observers.

START—Courthouse.

FINISH—Municipal building.

DATE—Monday, Sept. 18, 1916.

DISTANCE—138.5 miles.

The car used on this record run is the same stock model HAYNES which, on June 14, 1916, broke the New York-Washington automobile road record, negotiating the 240.0 miles in 7 hours 26 minutes.

Owing to the recent comment that this is not a stock car, we invite any motorist or automobile association to examine the car, which is now on display at our salesroom. The performance of this HAYNES car can be repeated by any HAYNES car.

The record-breaking car was equipped with QUAKER TIRES, which were put to a terrific strain on the trip.

HAYNES ALSO A GOOD HILL CLIMBER

America's Greatest "Light Six" is also America's Greatest Hill Climber. It will go anywhere. Not only will it climb the steepest and most terrifying hills, but it will pull you out of the ditch, out of sand and mud—and give you the satisfaction of lending a hand to the less fortunate fellow who doesn't drive a HAYNES. Let us demonstrate this wonderful car to you.

HAYNES PRICES:

"Light Six"

Open Cars

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Four-passenger roadster... 1585

Seven-passenger touring car. 1585

Closed Cars

Five-passenger sedan... 2150

Seven-passenger sedan... 2250

Demountable sedan and coupe tops for all open models extra. 275

"Light Twelve"

Open Cars

Five-passenger touring car...\$1985

Four-passenger roadster... 2085

Seven-passenger touring car. 2085

Closed Cars

Five-passenger sedan... 2650

Seven-passenger sedan... 2750

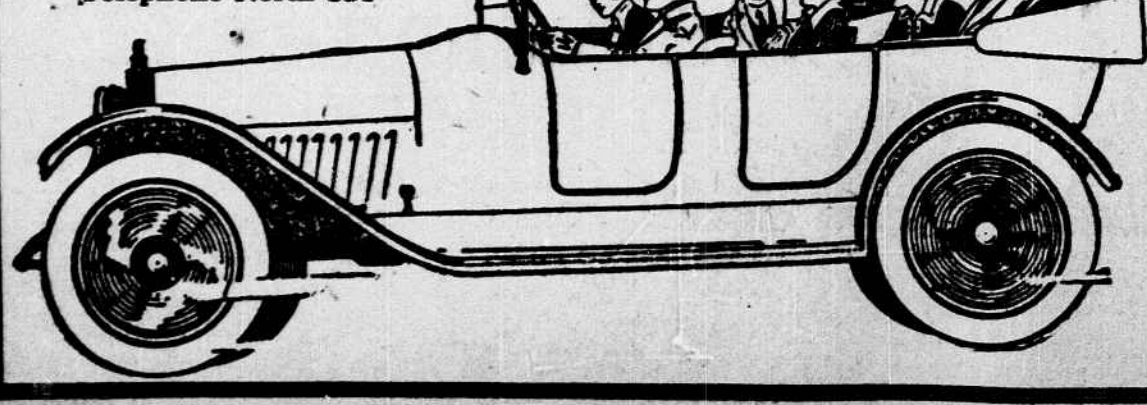
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Scientific Proof of Maxwell Fuel Economy

In a test made by David L. Gallup, M. E., Professor of Gas Engineering, Worcester Polytechnic Institute, a stock Maxwell Touring Car made from 23 to 33.7 miles per gallon of gasoline at speeds ranging from 10 to 35 miles per hour. We reproduce a letter from Professor Gallup concerning this test.



Deferred Payments If Desired

NOTE that no unusual means were employed to get these results. The car used was taken from stock; the test was made with a full load and with top and windshield up; the regular Maxwell carburetor was used. Any Maxwell car is capable of giving this same economy in gasoline consumption. Maxwell operating economy matches its economy in first cost, making it The World's Greatest Motor Car Value.

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